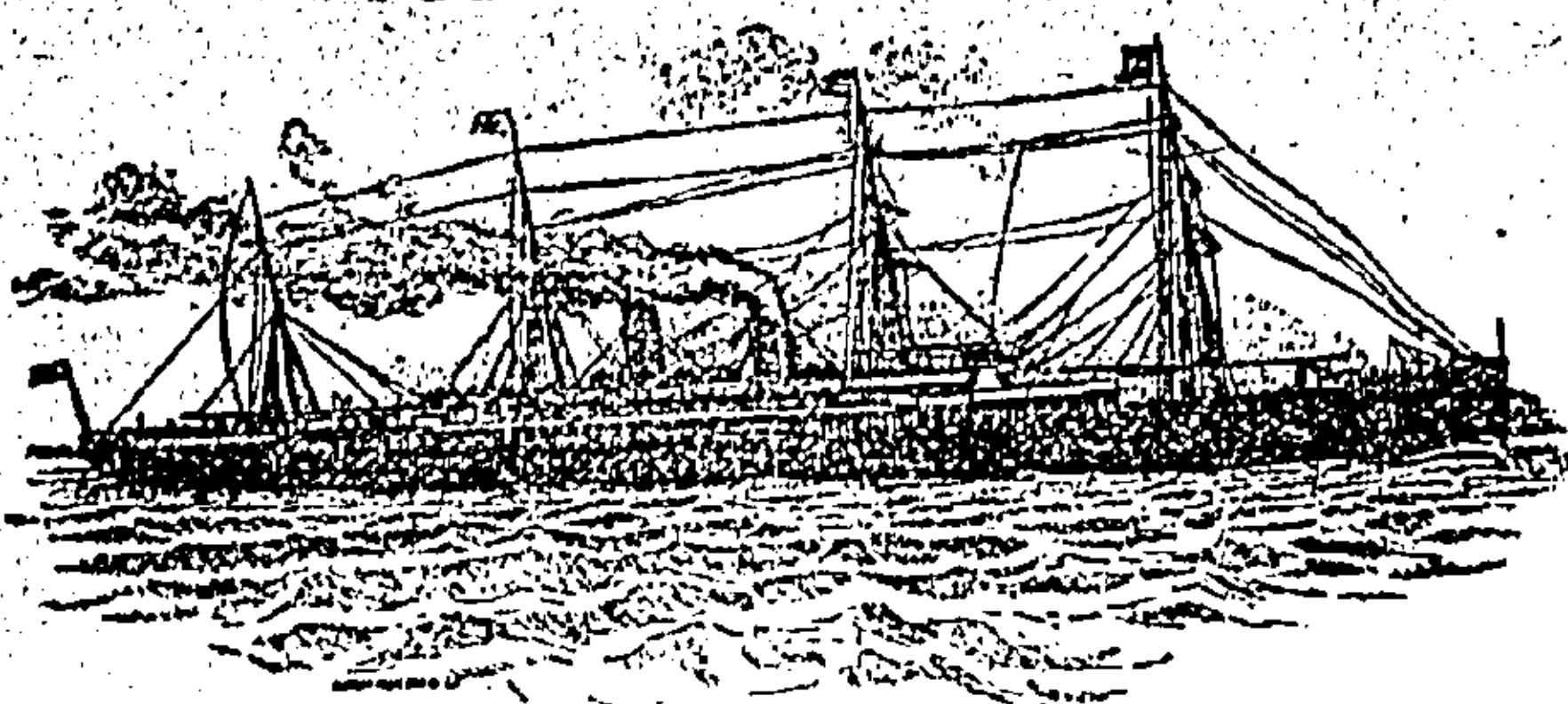


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG	
"PERU"	TUESDAY, 9th September, at Noon.
"COPPIO"	TUESDAY, 16th September, at Noon.
"AMERICA MARU"	WEDNESDAY, 24th Sept., at Noon.
"CITY OF PEKING"	WEDNESDAY, 1st October, at Noon.
"GAELIC"	FRIDAY, 10th October, at Noon.
"HONGKONG MARU"	SATURDAY, 16th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 9th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

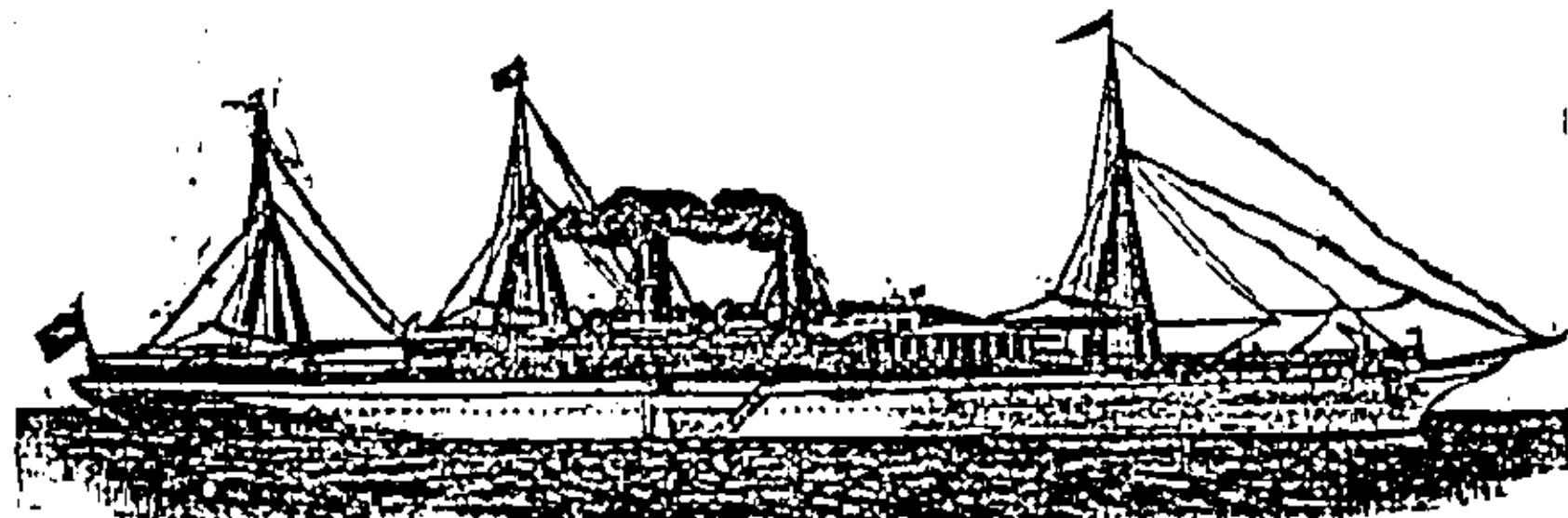
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 10th Sept.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 24th Sept.
"ATHENIAN"	Comdr. H. Mowatt	WEDNESDAY, 8th Oct.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
KONIGSBERG	HAVRE and HAMBURG.	12th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE and HAMBURG.	24th Sept.	Freight.
Kirchner	(Calling at SINGAPORE and COLOMBO.)		
REIBURG	HAVRE and HAMBURG.	8th Oct.	Freight.
Prisch	(Calling at SINGAPORE and PENANG.)		
SILVIA	HAVRE and HAMBURG.	22nd Oct.	Freight.
Behrens	(Calling at SINGAPORE and COLOMBO.)		
SAXONIA	HAVRE and HAMBURG.	6th Nov.	Freight.
Jaeger	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd September, 1902.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions from the Base Medical Store Depot, C.F. to Sell by
PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 3rd September, 1902, at 2.30 P.M., at their
SALES ROOMS, No. 20, Des Vaux Road, A QUANTITY OF
MEDICAL AND SURGICAL STORES.
TERMS—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th August, 1902. [907d]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 3rd September, 1902, at 2.30 P.M., at their
Sales Rooms, 20, Des Vaux Road, SUNDRY HOUSEHOLD FURNITURE.
Comprising:—
One VIENNA DRAWING ROOM SUITE, TEAKWOOD DRESSING TABLES with GLASS, BOOK CASE, CARD TABLES, MARBLE TOP WASHTANDS, TEAKWOOD SIDEBOARD with GLASS, IRON BEDSTEPS, CARPETS and RUGS, CROCKERY WARE, PICTURES, &c., &c.
Also
One SEMI-GRAND PIANO by JOHN BRINSMEAD & SONS.
AND
One EMPIRE TYPEWRITER (in good order and condition).
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th August, 1902. [908d]

Intimations.

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1903 MEETING.

- FIRST DAY.**
1.—Wong Nei Cheong Stakes, Five Furlongs, Hongkong Walers.
2.—Valley Stakes, 1 Mile, China Griffins.
3.—Maiden Stakes, 1 Mile, Waler Griffins.
4.—Victoria Stakes, One Mile, China Ponies.
5.—Fochow Cup, 2-mile post once round and in, Open Walers.
6.—Derby, One and a half Miles, Waler Griffins.
7.—Lusitano Cup, One Mile, China Griffins.
8.—Club Cup, One and a half Miles, China Ponies.
9.—Encouragement Stakes, One Mile, Waler Griffins.
10.—Chinese Club Cup, Once round, China Griffins.

- SECOND DAY.**
1.—Flyaway Stakes, Seven Furlongs, Waler Griffins.
2.—Exchange Plate, 1 Mile, China Ponies.
3.—Professional Cup, One and a half Miles, Open Walers.
4.—German Cup, One Mile and a quarter, China Griffins.
5.—Garrison Cup, One Mile, Waler Griffins.
6.—Jockey Cup, One Mile, China Griffins.
7.—Great Southern Stakes, 2-mile post once round and in, China Ponies.
8.—New Cup, One and a quarter Mile, Hongkong Walers.
9.—Hongkong Stakes, One Mile and a half, China Griffins.
10.—Tai Yeuk Fong Cup, Once round, China Ponies.

- THIRD DAY.**
1.—Spring Stakes, 2-mile post once round and in, China Griffins.
2.—Grand Stand Stakes, One Mile and a quarter, Waler Griffins.
3.—Challenge Cup, One Mile and three quarters, China Ponies.
4.—Ladies' Purse, One Mile, Hongkong Walers.
5.—Blake Challenge Cup, One Mile, China Griffins.
6.—The Parsee Cup, One Mile, China Ponies.
7.—Phaeton Stakes, 1 Mile, Waler Griffins.
8.—Champions, One Mile and a quarter, China Ponies.
9.—Waler Champions, One Mile and a quarter, Open Walers.
10.—Nil Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Winners and Griffins as may be determined by the Stewards hereafter.

"HONGKONG WALERS" means all Walers imported into Hongkong in any year as "Subscription" or "Derby Griffins."

"WALER GRIFFINS" means all Walers imported into Hongkong in 1902 as "Subscription Griffins."

"OPEN WALERS" means all Walers imported into Hongkong in any year as "Subscription" or "Derby Griffins." Walers not exceeding 14 hands 1 inch first race in Hongkong, as "Subscription Griffins," and all Walers imported into Hongkong before 1st August, 1902, not exceeding 15 hands 1 inch in height.

"CHINA GRIFFINS" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins."

"CHINA PONIES" means all China Ponies not exceeding 14 hands 2 inches in height.

By Order of the Stewards,
A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [886d]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing for China Ponies for forthcoming Meeting and who have not already sent their Names in, will please communicate with the Undersigned.

A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [885d]

CHEESE! CHEESE! CHEESE!
JUST LANDED BY S.S. "PRINCESS IRENE."

EMMENTHAL, SWISS, LIMBURG, KROUTER, BRIE, ROQUEFORT, NEUFCHÂTEL and CAMEMBERT.
Also
Finest GERMAN SAUSAGES of Various Kinds, Best Assorted GERMAN PICKLES, First-class Assorted Fish "ABERDEEN."
H. RUTONJEE,
Telephone No. 190,
No. 5, D'Almeida Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 27th August, 1902. [897d]

Notices of Firms.

NOTICE.
WE have This Day authorized Mr. L. M. H. BOISSERRE to SIGN our Firm at Hongkong and Canton PER PROSECUTION, LUTGENS, EINSTAMANN & CO. Hongkong, 1st September, 1902. [910d]

THE VICTORIA DISPENSARY.
NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED to be connected with our Business.
Mr. SCUTHER KEN has been APPOINTED OUR REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS and all Orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 4th August, 1902. [816d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c. ex S.S. China.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Goods not cleared by the 4th September at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 29th August, 1902. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th September will be subject to rent.
No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 29th August, 1902. [904d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 30th August, 1902. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex S.S. Kilma, Java and Zillora.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a Certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 1st September, 1902. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain T. Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 1st September, 1902. [915d]

Hotels.

HOTEL CRAIGIEBURN,

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [17]

GO TO THE KOWLOON HOTEL, KOWLOON

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to A. SILVA, Manager. [1339c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager. [57d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

Telegraphic Address: MANUKOW, HONGKONG. A and A B Co. Edition. [954c]

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' signs and Specification Prepared.
Office: 9, Queen's Road Central.
Hongkong, 8th November, 1901. [1714c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE in SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesalers.

THE PETER SYS COMPANY,
(Proprietors and Sole-Manufacturers)
9, Old China Street, Shanghai.
12th October, 1898. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central.
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901. [1736c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional story with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its vast pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901. [101d]

CHEONG SHING.

No. 39, Queen's Road Central.
(Opposite to Messrs. GAFFE & Co.)
DEALERS IN Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Curios; Chinese Goods of all kinds. And also General Exporters.

An inspection is respectfully solicited. Good quality and good workmanship guaranteed. Prices lower than other shops in the same line of business. [50d]

TAI LOONG

For Fancy Millinery and Piques, Floured Delaine, Ladies' and Children's Shoes, New Chiffon Hats.
Hongkong, 1st May, 1902. [101d]

NOTES FROM WEIHAWEI.

(From Our Own Correspondent.)

WEIHAWEI, August 20th.
THE FLEET.

On the Monday after the Coronation, the Fleet sailed out of harbour—"for a cruise." I believe on these occasions they go in faith, like Abraham, not knowing whether they go, for the Admiral keeps his own counsel. Be that as it may, they made a fine spectacle, passing out through the west entrance in line ahead, battleship and cruiser alternately. The *Glory* led, followed by the *Cressy*; then came the *Ocean* with the *Zetis* in her wake. These form the A Division and are distinguished by the familiar yellow funnels. The B Division, black and grey, followed after them in regulation order—the *Albatross*, the *Blenheim*, the *Goliath* and the *Talbot*. For a long time, the afternoon being still, the strains of the bands came pleasingly across the sea, while robed of its big ships the broad harbour looked quite bare, albeit there was a goodly assemblage of white-lined sloops and destroyers left behind. The "cruise" did not last long, for the next day, somewhat to the surprise of the residents, the fleet returned, though not en masse. On the 16th the *Alacrity* left for Chemulpo with the Admiral on board.

One of the officers attached to the Chinese Regiment (whose name we will not mention) had lately

A CURIOUS EXPERIENCE.

Being on leave—"not an uncommon occurrence" (as Mr. Pickwick said when Mr. Winkle complained the ice was slippery)—and finding himself in Japan, at Shimomoseki to be precise, he very innocently took a few snapshots. Tiring, however, of such scenes as little children coming out of school, old women with fish-baskets, etc., he at last secured a picture of a troop of soldiers advancing in his direction. This proved his undoing. By these same soldiers he was arrested and despite all protests was placed in durance vile. The British Consul, summoned to his aid, could do no more than hasten the trial, which in the ordinary course of things would not have taken place till the next day. From noon to dewy eve, therefore, the unfortunate officer subsisted at the Mikado's expense, while his efforts in the noble art of photography were being duly brought to light. The magisterial proceedings were summary, the Consul not being allowed to speak on his behalf. The man of the sword, and of the camera, was found guilty of a breach of the law prohibiting the taking of photographs in the vicinity of fortified places. He was fined 32 yen, and his camera was confiscated—nor did even the Anglo-Japanese Alliance deliver him.

A CORRECTION.

An article appeared recently in the *Shanghai Mercury* in which, apart from the cynicism pervading it, several statements call for just correction. The writer of that article, it may be said in passing, is not the regular correspondent of the *Mercury*, but one whose acquaintance with the Territory is—as has often been the case with those who have essayed to put on paper their first impressions of Weihaiwei—scanty and superficial. It is another case of attempting to "damn with faint praise" and "little knowledge." Such statements as "the water which splashes on the beach at midday is not nearly so yellow as it is at Chefoo," are as absurd as the insinuation they are intended to convey is false. The writer rather over-reaches himself. The cynicism and malice are, fortunately, too obvious for the statement to deceive anyone. Possibly the writer has an axe to grind elsewhere—at Peitaho, perhaps, the "missionary resort" up the coast. Weihaiwei ought to be profoundly grateful to the Boxers, for it is intimated (in this remarkable article) that this place owes the first impetus in its development to the fact that Peitaho was temporarily knocked on the head by these gentle reformers. That the growth of Weihaiwei is due to the temporary extinction of a certain missionary resort is a theory both new and interesting. Whether, however, the term "missionary" is synonymous with "society" is a matter of opinion.

But let us pass to facts. The writer has discovered something else besides a yellowness on the sea, and the Boxer-Peitaho-missionary theory. He has discovered

A SUBMARINE RIDGE

off the Island of Liu-kung-tao, the removal of which is absolutely essential to the making of a good harbour. Ocean steamers, we are told, cannot get into the harbour unless they are constructed so as to "climb" this ridge. Put against this extraordinary assertion the fact that, at the very time it was made, practically the whole China Squadron was here—certainly all the larger vessels, and that four first-class battleships were lying almost within a stone's throw of the shore. I don't know whether the writer is aware how many feet of water a battleship draws, or an ocean steamer draws; but he won't find an ocean steamer out here that draws 27 feet, or anything like it. Other opinions seem to prevail in quarters which have the best information at their command. The Colonial Office List for 1902 says: "There is no other place in China where battleships and ocean steamers can lie so close to the shore." I have before me the Government survey map of the harbour, with soundings in feet at low water springs. These are some of the figures—off Liu-kung-tao, 27, 26, 22, 31; off the Taku Rocks, 33, 32, 40; off Observation Island (West Entrance), 100 feet and upwards. The principal foundation for the writer's belief in this "ridge of hill" under the sea appears to be in "the land view, abounding in peaks and declivities" this is, in any case, a very slender premise from which to draw so big a deduction. But he has apparently overlooked the fact that

the stretch of sea between the island and the mainland, which forms the anchorage proper, covers the prolongation, not of peaks and declivities, but of the level expanse of land between the Seymour and Fitzgerald Ranges, in a direction North and South, and between Rifle Range and Narcissus Bays West and East. Where the submarine peaks and declivities might be expected to be (judging from the land configuration), to wit, on the Western Entrance, the sea is from 70-100 feet deep.

Other

LOOSE AND INACCURATE STATEMENTS, that go to show how very superficial the writer's knowledge really is, are that "some of the visitors have built bungalows not far from the Hotel"—the bungalows were built by the Weihaiwei Land and Building Co. two years ago—and again, "the landlord of the one Hotel"—(there are two, by the way) "has found it possible to obtain two or three times the usual rates by reason of the charms of the place." It is refreshing to know that the place has charms, in spite of the yellowness of the sea, but it is not correct to speak of the landlord as pleading the needs of his family in extenuation of the highness of his terms, for the "landlord" of the principal hotel is a capitalist with no family, who feels the pinch of impetuosity so slightly that he has sunk \$14,000 in making a site for a house by the sea where he may live himself all the year round. His terms are not two, or three times the usual rates. They are \$7 per day, which for a first-class hotel is by no means excessive. The sneer that Weihaiwei is "like many other places, the healthiest in China" is an empty one. If the writer will take the trouble to consult the medical returns of the various ports, he will find that on the vital point of epidemic and enteric disease, Weihaiwei is absolutely the healthiest place on the coast of China. And this it owes to two causes which combine to render its status unique: (1) the fact that it is a British Colony, with British methods of sanitation, etc.; (2) the absence of a large coolie population. Climate is not enough. Ceylon has an excellent climate, but that cholera is rampant there at the present time, and that it has established a reputation for a type of dysentery of its own, are matters of common knowledge.

Most invincible of the insinuations the writer indulges in is the suggestion that Weihaiwei is no longer a naval and military station. So long as it was such, we are informed, it promised to develop into a flourishing summer resort, and "now that there will be no naval and military officers to steal time from their duties for the entertainment of strangers" etc. its fate (sic) is sealed. Now this conclusion is arrived at it is hard to say.

At the moment of writing there are 15 ships of war in harbour with some 6,000 officers and men on board. Smoking concerts, at homes, etc. on one or other of the ships, and corresponding functions on shore are of daily occurrence. Had the writer been present at the Commissioner's Reception on the 9th, he would have found a very considerable number of naval and military men among the guests, from the Rear Admiral to the junior lieutenant of the 1st Chinese Regiment. True that force is being reduced to 300 men, but though nominally a Colonial police force it will still be under the command of British officers. The broad fact remains that in spite of its non-fortification, Weihaiwei is still a naval and military station. We may expect to see troops up here from Hongkong in the season. The fleet we shall always have—this is its recognized summer rendezvous. But I need say no more; the writer of that article was either just recovering from a bilious attack, or he is totally ignorant of the subject in hand. In the one case we recommend him to see a doctor; in the other we venture to suggest that he should acquire some knowledge of the Colony before he next writes about it. He could not do better, in this particular, than peruse diligently the Handbook to the Territory just published by Messrs. Kelly and Walsh, Limited, and he should follow this up, by making a tour of the Territory, which it would take him a week to accomplish comfortably.

A MINING SCHOOL FOR HUPEH.

A Wuchang, capital of Hupeh province, dispatch to hand reports to the *N. C. D. News* that an expectant Taoist of that city has recently drawn up a memorial to Viceroy Chang Chih-tung strongly recommending H.E. to establish in either Wuchang or Hanyang a first class School of Mines and an annex to it, for instruction in kindred scientific subjects. It is further suggested that the best available mining and other scientific instructors should be engaged from Europe—preferably English or American—for at least six years, so that graduates from the School may have a first-class standing equal to any similar institutions abroad. It is also contended that the

TECHNIQUE OF MINING, etc., may equally well be acquired in China as in Europe, provided that the instructors engaged be of the highest class and standing which can be done only by paying good salaries and offering special inducements to them. As for the practical portion of the curriculum of the proposed School of Mines the proximity of the coal and iron mines at Mangashtan, a short distance by rail from Hanyang, will give the students of the institution all the opportunities needed to make them first-class mining engineers, in view of the superior modern machinery in use at those mines and the varied nature of the region round about. The above memorial is reported to have greatly impressed H.E. Viceroy Chang Chih-tung and, therefore, there is every probability of the project becoming a fait accompli by the beginning of the spring of 1903.

COTTAM & CO. FOR WASHING

BOW TIES.

COTTAM & CO. FOR SUN HATS.

NEW "HOLT" STEAMER.

THE "JASON" ARRIVED YESTERDAY.

The new Blue funnel steamer *Jason*, one of the latest additions to the large fleet of China liners owned by Mr. A. Holt of Liverpool and of the same size and power as the *Telemachus*, which recently came through here on her maiden voyage, arrived here yesterday on her first trip to China and Japan. The *Jason* has been built and engined by Messrs. Workman Clark and Co., of Belfast. She is 452 feet long, 54 feet broad, and 35 feet 3 inches deep, and she is of about 7,000 gross tonnage. The *Jason* is the thirteenth steamer constructed for Mr. Holt by this firm, says a Singapore paper. Like the *Telemachus*, she has been specially designed and constructed as a first-class general cargo steamer for the China trade, and fulfils the requirements for a Board of Trade passenger certificate. The double bottom is of cellular construction for carrying water ballast, two large deep tanks being also arranged at the forward and after ends of the engine and boiler space, suitable for either water ballast or cargo. There are four large holds for the cargo, practically clear of obstruction, and obtained by box girder construction, by which the stanchions are dispensed with. The six large hatches are equipped with 17 powerful steam winches and 25 strong derricks.

CHINESE SERVANTS' SIGNS.

It is not an uncommon thing, remarks a Malay paper, to hear people in the East say that they are still in want of a Chinese cook, whilst others will have a number of applications directly it is known that their cook has left. The reason for this is easily discovered if the master of the house walks down to the kitchen after his cook has been discharged and takes notice how a European, which will be found standing on the ground, is placed. Chinese servants, particularly those from Singapore, when discharged, leave signs which the new comer looks for immediately he enters the kitchen. If the place is considered a good one, a saucer will be left on the ground with the lid put on properly. If the lid is placed in the saucer upside down, that is to say, with the handle of the lid inside the saucer, it means that the servant has gone away for a short time only and that as soon as he can he intends to return, as the situation is considered a good one.

THE LID OF THE SAUCEPAN

is left out on the ground near the saucer which is standing the right way up, if the lid is in "want of servants." If the lid is put half way in and half out of the saucer it means that the place is a good one, but the Master of the house is stingy. Should the saucer have still some rice in it, and the lid closed properly, it means that the servant is quite satisfied with everything concerning the people of the house, but that he is forced to leave on account of debts or other reasons which inconvenience him. If the master is in the habit of cutting a servant's pay for broken or lost articles, or for other faults, a mark is made on the bottom of the saucer in chalk which will not rub out easily. The Chinese boy makes his mark behind the pantry or bedroom door, and the waterman on the bottom of his tubs. The Hylam Chinese are said to have adopted these signs from the Macao Chinese, who in the first case got the idea from the Tamils.—*Ex.*

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men—written, merely verbal. The stock exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Le Grappe, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumph of the age. Sold by all chemists here.

SHIPS PASSED THE CANAL.

Outward—5th Aug.—*Bormida*. 8th Aug.—*Glenshiel*, *Oceanian*. 12th Aug.—*Filisthine*, *Hudson*, *Prins Regent*, *Lutfold*, *Silvia*. 13th Aug.—*Inaba* *Maru*, *Nisior*, *Sambila*. 19th Aug.—*Segovia*. 22nd Aug.—*Choyang*, *Machao*, *Katsow*, *Oopack*, *Socotra*, *Kennabi*. 26th Aug.—*Preussien*. 29th Aug.—*Oran*, *Hitchi* *Maru*, *Achilles*. Homeward—26th Aug.—*Kawachi* *Maru*, *Maacca*, *Sarpaden*. 29th Aug.—*Salath*, *Klauschou*.

Arrivals at Home—1st Aug.—*Sydney*, *Hamburg*, *Suevia*, *Java*. 5th Aug.—*Kanagawa* *Maru*. 8th Aug.—*Koyun*, *Deutchen*, *Yach August*, *Beniamon*, *Stein*, *Prins Heinrich*, *Madag*. 15th Aug.—*Formosa*. 19th Aug.—*Ernest Simons*, *Sado* *Maru*, *Strasbourg*. 22nd Aug.—*Tanah*, *Polyphemus*. 26th Aug.—*Merionethshire*, *Glida*. 28th Aug.—*Shanghai*. 29th Aug.—*Annam*, *Saskien*.

COTTAM & CO. FOR PANAMA HATS.

Intimations.

DRINK



UNEXCELLED.

SOLE AGENTS.

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Des Vaux Road

Hongkong, 24th June 1902.

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PORTLAND CEMENT.

£5.50 per ton of 37½ lbs. Net Weight.
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General Managers.
Hongkong, 15th March, 1902.

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(Established 1857).
148, QUEEN'S ROAD CENTRAL, HONGKONG.
This Hotel has been re-built in 1902, under the most improved sanitary principles.

It contains large airy rooms with every comfort and facility for monthly Boarders and Visitors making a prolonged stay.
Charges very moderate.

Apply at THE HOTEL OFFICE.
Hongkong, 1st September, 1902.

NEW VICTORIA HOTEL.

ROTISSERIE.
Meats a la Carte.
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.
Madar & Partner,
Proprietors.
Hongkong, 2nd September, 1902.

WANTED.

YOUNG ENGLISHMAN desires to take Lessons in Shorthand.
Apply to "X"
C/o The Hongkong Telegraph.
Hongkong, 14th August, 1902.

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Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901.

DROZ & Co.,

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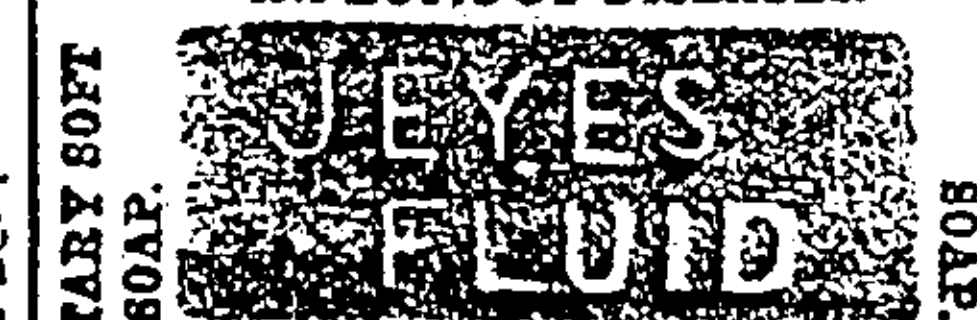
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REPAIRS OF WATCHES AND CLOCKS
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Hongkong, 15th May, 1902.

NOTICE.

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AVOID ALL RISK OF OUTBREAK BY ITS USE.
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PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANKU MARU..... W. Townsend.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 6th Sept., at Daylight.
IYO MARU*..... S. I. G. Parsons.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th Sept., at 4 P.M.
HIROSHIMA MARU..... F. Muri.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 9th Sept., at Noon.
INABA MARU..... W. Bainbridge.....	KOBE and YOKOHAMA.....	FRIDAY, 12th Sept., at Daylight.
KAGOSHIMA MARU..... K. Kori.....	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 12th Sept., at Noon.
HAKATA MARU..... F. L. Sommer.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 20th Sept., at Daylight.
KINSHU MARU*..... F. L. Pyse.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 22nd Sept., at 4 P.M.
INZUMI MARU..... F. W. Horton.....	KOBE.....	THURSDAY, 25th Sept., at Noon.
HITACHI MARU..... J. Campbell.....	KOBE and YOKOHAMA.....	FRIDAY, 26th Sept., at Daylight.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 26th Sept., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. NIHARA,

Manager.

Hongkong, 30th August, 1902.

COMPAGNIE DES MESSEGERIES MARITIMES.

FAHRETS-POSTE FRANCAIS

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th September, 1902, at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the *s.s. Ville de la Cloie*, which vessel takes on her Passengers and Mails leaving that Port on the 20th September Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 7th September (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th August, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902.
<i>Hyades</i>	G. W. Wright.....	3753	Sept. 12
<i>Glenogle</i>	G. E. Warner.....	3750	Sept. 20
<i>Platania</i>	W. H. Smith.....	3753	Oct. 4
<i>Victoria</i>	J. Pantou.....	3502	Oct. 18

Steamers marked (*) have no passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 1st September, 1902.

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OF JAPAN
(REGISTERED)
RIGAUD and Co.
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Kananga Water, the most delightful Toilet Water, it renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

Now Sentations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S RELAT EXTRACT
RIGAUD'S ROSE DE SHIRAZ EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BARTAN EXTRACT
RIGAUD'S JASMINE or Chamaile EXTRACT
G. RUE VIVENNE, 8, PARIS

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CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

"PARRAMATTA,"
Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th Sept., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th August, 1902.

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Intimations.

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OLD LIQUEUR

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WHISKY.

Our Celebrated 'E' LIQUEUR SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND specially selected. It is of great age, very fine and mellow.

Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$100

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**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
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FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
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ROCHESTER LAMPS,
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COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

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DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [28d]

GEO. PATTON & CO.

Have for Sale a large Consignment of
H. W. JOHNS & CO.'S
ASBESTOCEL SECTIONAL PIPE
COVERING, ASBESTOCEL SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST.

EFFICIENT. DURABLE.

Estimates and Samples furnished on
application.
Hongkong, 30th July, 1902. [28d]

NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., unless return any Contribution.

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The daily issue is delivered free when the address is
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additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, 10 cents; Weekly, twenty-
five cents.

MARRIAGE.

On the 2nd instant, at St. John's Cathedral,
Hongkong, by the Rev. F. T. Johnston, JOHN
JACKSON, son of Sidney Jackson, of Longfield
Carrickmacross, Co. Monaghan, to ELSTIE,
daughter of Dr. Stockwell, of Dunwich, Bris-
bane. [917d]

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 2, 1902.

LOCAL AND GENERAL.

PLAGUE AND CHOLERA.—One fatal
case of plague and one fatal case of cholera
occurred in the Colony during the past twenty-
four hours.

LARCENY.—A Chinaman, charged by one
of his acquaintances with larceny of about
\$100, though pleading not guilty, was sen-
tenced to three months.

THE "EUROPEAN FEVER," (Dengue) as
the natives call it for some unknown reason,
having paid the north and centre a visit, has
now been busy in Lower Peak for the past
fortnight.

A COMMON OFFENCE.—W. MacNellie,
a seaman, was charged before Mr. Kemp this
morning with being drunk and incapable,
assaulting a Chinese coolie and a Chinese
constable. He pleaded guilty, was fined \$4,
and had to pay the Chinese coolie 25 cents
compensation.

THE TEMPLE OF SOLOMON.—The
New Wiener Tagblatt says that Dr. Zella,
a professor at the Vienna University, who is
exploring in behalf of the Imperial Academy of
Sciences, has discovered the walls and gateway
of the ancient temple of Solomon in the neigh-
bourhood of Janohah, in Samaria.

AUSTRALIA AND THE ROYAL NAVY.—
Rear-Admiral Beaumont, interviewed, declared
that Australia should increase her contribution
to the royal navy, and so secure larger and
more modern warships. Australia at present
is at the mercy of an overseas attack, and her
naval defences, which are out of date, should
be improved.

OFFICERS OF THE ORIENTAL FLEET
of Pacific Mail steamers are feeling the hot
weather which prevails at this time of the year
between Honolulu and Hongkong, and, accord-
ing to an exchange of letters at present
much desired. Capt. A. F. Pillsbury of the
Peru has been granted leave of absence, his
place being taken by Capt. Robinson late
of the *San Juan*.

CRUSADE AGAINST RATS.—The
campaign against the rat is being maintained
at North Sydney, and at the last meeting of
the local council the inspector reported that
since the beginning of March the man who
had been engaged as a professional catcher
had trapped 604 rats. In addition, a large
number of rats had been killed by poison
distributed by householders.

THE BACILLUS OF LOVE.—Two of
the leading scientists of France, Professor Fere
and Professor Fleury, declare that love is a
bacillus that has not yet been identified. It is
a malignant poison, that may be as beneficent
or as deadly as morphine. It is frequently
provocative of frightful crimes. Many murders
that have been attributed to other causes have
been due to the love bacillus.

UNWHOLESOME PORKERS.—Three
coolies, and a boatman were charged by
Detective Sergt. O'Sullivan with bringing
tainted and unwholesome pork, unfit for human
consumption, into the Colony on the 1st inst.
Mr. D'Almada e Castro appeared for the
defence. The charge against the boatman was
withdrawn, and the case against the coolies
will be proceeded with on Friday next.

**JUMPING INTO THE FUNNEL OF A
LOCOMOTIVE.**—Olin Grelisch, aged 23, of
Leavenworth, Kas., committed suicide between
Lebanon and Springfield by leaping into the
funnel of a locomotive drawing the west-bound
San Francisco passenger train. According to
passengers Grelisch climbed on top of the water
tank, and, with a yell, dived into the funnel.
He was pulled out by the trainmen with
difficulty, terribly burned and dead.

TO KEEP COOL.—The average man
imagines that when he has taken a cold bath,
donned flannels, put on a straw hat and drunk
a tumbler or two of ginger beer, he has done
all that in him lies. But it must be pointed
out that to keep strong this weather one must
practise activity, and the more exercise one
takes the better able one is to war against the
enervation of the temperature. A long walk
or a hard ride early in the morning will help
one through the day much more than will
many iced drinks in the noonday. *Globe*.

**COTTAM & CO. FOR TRESS'S STRAW
and FELT HATS.**

BUSINESS IN HANKOW TEA has only
been on a moderate scale, as the country buyers
have not responded freely. Good teas hold
their own, but common to medium sorts have
been pressed and fair Panyongs have been sold
at auction at 5d. 5d., and more are printed
for to-morrow.

SIXTEEN BRIDAL COUPLES.—One of
the trains on the Reading Railroad (Pa) recently
bore, besides countless old shoes and
quarts of rice, sixteen bridal couples. Just
after the train left Reading one of the bene-
dicts suggested that the members of the party
should be made known to one another before
they parted, and a great jollification was kept
up until they reached the Philadelphia
terminal, where the unique trainload dispersed.

PRECAUTIONS AGAINST BURGLARS.—
A correspondent to a Malay journal recom-
mends the following as an effectual precaution
against burglars:—"If you are sleeping in a
room in which apprehend a visit from a
robber, spread half-a-dozen newspapers on the
floor near the entrance of the room. The very
lightest step will rustle the paper so as to
awaken the heaviest sleeper and the door
cannot be opened or a step made without the
rustling."

THE CHURCH IS LOSING NO TIME
in seeking to restore the "waste places" in
South Africa, says the *Church Courier*. The
Society for the Propagation of the Gospel in
Foreign Parts has made a grant of £7,000 to
the diocese of Pretoria, and of £2,500 to the
diocese of Bloemfontein, for the immediate
purpose of restoring the work hindered by the
late war, and of taking advantage of the new
openings which will assuredly present them-
selves now that peace is assured. The society
contemplates spending £30,000 upon South
Africa.

MARSHAL SU IN TROUBLE.—A Peking
despatch states that when a few days ago
Marshal Su, who is commanding the Govern-
ment troops in Kwangsi operating against the
rebels, sent an immensely long telegram, ad-
dressed to the Throne, giving a résumé of the
military operations in Kwangsi during April,
May, June, and July, and Imperial Rescript
was telegraphed back to the Marshal severely
censuring him for underrating the importance
of the rebellion and failing to send frequent
reports to the Throne concerning the situation,
which is felt in Peking and also in Canton to
be of a grave and serious nature.

MACAO AMATEUR DRAMATIC CO.—
As we mentioned last week the Amateur
Dramatic Company of Macao intended
giving two performances at the Catholic
Union. The first of these took place on
Saturday evening, when the two-act drama,
A Volta do Cruzeiro, and the laughable farce
Menina e Procuca, were given to crowded
houses. The second and the last performance
took place last night when the drama was
repeated and the entertainment concluded with
a laughable farce, entitled *Cabeça Virada*.
Much credit is due to the Jesuit Fathers who
have spared no pains in bringing about such a
successful entertainment.

EXTRADITION CASE.—A Chinaman,
charged on remand with committing armed
robbery in the Empire of China, was
again brought before Mr. Hazeland this morn-
ing. Mr. Hays was present for the defence,
and Mr. Hastings, who appeared to prosecute
on behalf of the Chinese Government, request-
ed that a day be fixed for the cross-examina-
tion of witnesses for the defence. He thought that
it would fully occupy a whole day. Mr.
Hays did not object to an adjournment, but
said that Dr. Rennie, who was attending the
defendant, had promised to give evidence, and
if he did not appear, he would agree to adjourn
the case. Mr. Hazeland therefore remanded
the further hearing until the 18th inst.

FREE-HAND DRAWING.—The *Sydney
Bulletin* has no great respect for persons. It
speaks as familiarly of the highest as
of the lowest in the land. Here is a
little descriptive account which is peculiarly
Bulletinish: "State Excellency Rawson did
his first bricklaying and earned his first silver
trowel last week, when the foundation stone
of the new North Shore Hospital was swung
to its place. It was all very funeral; the grey,
rainy afternoon, the tired heads, the silence,
the viceregal oration, then the burial—of the
bottle—with papers a d'coin, instead of pickles,
in its interior. His Excellency is making great
efforts to memorize names and places and the
amount of the debt. There is always a debt
mentioned to him when he lays a brick or
attends a charitable meeting. 'Mr. Dibbs',
echoed His Excellency meditatively when the
donor of £1,000 was presented to him. 'Ah,
Mr. Dibbs!'"

**THE PREHISTORIC RUINS IN
RHODESIA.**—The British South Africa
Company is taking steps for the preservation
of the prehistoric ruins in Rhodesia. Mr.
R. N. Hall, of Bulawayo, one of the authors
of "Ancient Ruins of Rhodesia," has been
commissioned to make a thorough examina-
tion of the Great Zimbabwe remains in
Mashonaland, and to advise as to the best
means of preserving them. These relics
of earlier ages cover an area of nearly two
square miles, and include the ruins of three
pagan temples. They are supposed to be at
least three thousand five hundred years old,
and the builders are believed to have been the
Sabaeans of South Arabia. Mr. Hall is already
on the spot, and will stay about six months.
He says that the view from the top of the
temples exceeds even that from the Matopos
Hills, where Mr. Rhodes is buried.

**COTTAM & CO. FOR GENT'S BATH-
ING GEAR.**

HONGKONG OBSERVATORY AND STORM WARNINGS.

IMPORTANT CORRESPONDENCE.

We have received from the Secretary to the
Hongkong General Chamber of Commerce a
copy of the recent correspondence which has
passed between the Government and the
Chamber relating to the storm warnings issued
by the Hongkong Observatory. The matter
is of great interest to the shipping community
and will doubtless be read by many. The
correspondence is as follows:—

Hongkong General Chamber of Commerce,
Hongkong, 17th May, 1902.

Sir,—The attention of the Committee has
been drawn to a statement in the *Daily Press*
to the effect that the storm warnings issued
by the Sicauei Observatory, Shanghai, were not
received by the Kowloon Observatory for rea-
sons known best to the Director, and that in
the absence of such notices vessels leaving
here for Japan last summer had been caught
in the typhoon of August in which one had
been lost, and another, the Indo-China steamer
Laisang, placed in great jeopardy.

In reply to an inquiry from this Chamber as
to the correctness of the statement, that the
Government Astronomer at Hongkong has
objected to receive them and they have unfor-
tunately been lacking in intercourse with the
Hongkong Observatory.

This is not, the Committee regret to notice,
the first time that the Chamber has had to call
attention to a want of co-operation shown by
the Director of the Kowloon Observatory with
other similar establishments, and of apparently
causeless ill feeling against them. They are
strongly of opinion that neither professional
jealousy nor disapproval of the methods of
other meteorological establishments should be
allowed to influence Dr. Doberck, but that he
should be only too glad to avail
himself of all information obtainable in order
to enable him to issue timely warnings of
impending bad weather. It appears that on the
occasion in question the necessary warnings
were given by Sicauei Observatory to South-
bound vessels much earlier than the Hongkong
Observatory issued them to vessels bound
North, and had the two Observatories been in
close touch the vessels leaving Hongkong for
the North at the time would have had the
benefit before their departure of the earlier
warnings from Shanghai.

My Committee trust that the Government
will take steps to secure reciprocal exchange
of storm warnings at the Kowloon Observatory
not only with Sicauei Observatory but also
endeavour to bring about friendly co-operation
with all meteorological establishments through-
out the Far East. They would also like to
point out the great importance of the earliest
possible issue of storm warnings, whenever re-
ceived, no matter if it be on Sundays or holi-
days.

The Committee would also point out the
pressing necessity that exists, in view of the
enormous value of the shipping passing through
the port, for the establishment of a complete
code of flag signals by day and lantern signals
by night to afford every variety of weather
information to the masters of vessels. Without
in any way wishing to institute comparisons, it
may be useful, as some guide to what is re-
quired, to mention that Shanghai possesses a
code of signals worked on information sup-
plied by the Sicauei Observatory at various
hours during the day, which is admittedly the
best in the Far East. In a matter affecting
the safety of vessels and the lives of those on
board there should be no delay whatever, and
certainly no room for the indulgence of private
feeling or petty jealousy. I have the honour to
be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE,

Secretary.

Hon. F. H. May, C.M.G., Colonial Secretary.
Hongkong General Chamber of Commerce,
Hongkong, 4th July, 1902.

Sir,—I am directed to acknowledge the re-
ceipt of your letter of 21st May last (No. 1107),
stating that the non-receipt of storm-warning
notices issued by the Sicauei Observatory was
receiving attention.

My Committee would now be glad to know
that the Government have made such arrange-
ments as will ensure a better service of bad
weather warnings at this port, as the typhoon
season has commenced, and the early notice
and circulation of these storm-warnings will be
of the greatest service to the shipping commu-
nity. I have the honour to be, Sir, Your most
obedient servant,

(Sd.) A. R. L. WEE,

Secretary.

Hon. F. H. May, C.M.G., Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 31st July, 1902.

Sir,—With reference to your letter of the 4th
instant, I am now directed to acquaint you for
the information of the Chamber of Commerce
that His Excellency the Officer Administering
the Government has had under very careful
consideration your letter of the 17th of May in
which on behalf of the Chamber you drew
attention to a statement in the *Daily Press* to
the effect that storm warnings issued by Sicauei
Observatory were not received by the Hong-
kong Observatory, and that as a consequence
certain vessels which left this port for Japan last
summer had been caught in the typhoon of
August last, and that one had been lost and
the other—the s.s. *Laisang*—placed in great
jeopardy.

You added that your Committee trusted that
the Government would take steps to secure
exchange of storm warnings between the Hong-
kong Observatory and the Sicauei Observatory,
and friendly co-operation between the Hong-

**COTTAM & CO. FOR SUMMER
UNDERWEAR.**

Observatory and all meteorological
establishments throughout the Far East; and
you pointed out the necessity, or the earliest
possible issue of storm warnings at this port
and the adoption of a complete code of flag
signals by day and lantern signals by night to
afford every variety of weather information.

2. In reply, I am to transmit to you for the
information of the Chamber of Commerce the
enclosed copy of a memorandum, with its en-
losures, drawn up by the Acting Director of
the Observatory which shows that the Chamber
allowed itself to be misled as to the real facts
in the case of the s.s. *Laisang*. If Mr. Figg is
correct in his assumption that the second
vessel referred to by the anonymous writer in
the *Daily Press* was the s.s. *De Witte*, the
destructive criticism aimed by the Chamber at
the Hongkong Observatory would appear en-
tirely to lack the foundation of fact.

3. Mr. Figg explains why the Hongkong
Observatory declines to issue storm warnings
received from institutions elsewhere, and why
it is not necessary to receive weather observa-
tions from the Sicauei Observatory; and
shows that the Hongkong Observatory has
been largely instrumental in obtaining observa-
tions from various sources in order to improve
its forecasts. He adds that the storm warnings
of the Hongkong Observatory are issued at
the earliest possible moment consistently with
the observations received.

4. After careful consideration on His Excellency
is of opinion that the Hongkong Observatory
cannot be made responsible for the storm warn-
ing of other institutions, and that having
regard to Sicauei's position within a chain of
stations from which the Hongkong Observa-
tory receives observations it would serve no
useful purpose for observations to be also
received from the Sicauei Observatory.

5. His Excellency has also arrived at the
conclusion that an alteration in the Hong-
kong system of signalling storms is not desir-
able, and that a system of flag signals to convey
weather information is for the reasons indicated
by Mr. Figg not suited to local conditions, and
owing to the absence of Observing Stations to
the West and South-West of Hongkong might
at times be very misleading.

6. But His Excellency finds that the existing
system of issuing weather information is cap-
able of improvement, and has given directions
by which it is hoped that the China Coast
Meteorological Register issued by the Hong-
kong Observatory may be more quickly and
more widely distributed, and has authorised
arrangements by which the remarks that appear
at the foot of the Register will, in special cases
when the Director of the Observatory con-
siders it useful and desirable, be circulated by
Express to shipping firms and others. I have
the honour to be, Sir, Your obedient servant,

(Sd.) F. H. MAY,

Colonial Secretary.

The Secretary Hongkong General Chamber of
Commerce.

MEMORANDUM BY THE ACTING DIRECTOR
OF THE OBSERVATORY OF THE
24th JULY, 1902.

With regard to paragraph 1, I wish to point
out that the first warning of the typhoon in ques-
tion was issued from this Observatory on August
1st, at 11.50 a.m. A warning from Manila
dated August 1st, 10 a.m., was received here
the same day. In the Foochow monthly weath-
er report, under date August 1st, I find the
following warning, received from Sicauei, en-
tered:—

"Typhoon S.E. of Loochoos going N.W."

It is thus seen that warning was received at
that port from Sicauei also on the 1st.

As a matter of fact two warnings with re-
ference to this typhoon were received at
Hongkong Observatory from Sicauei at 8
10 a.m. on the 4th. They were as follows:—

"3rd. 12 a.m. typhoon N. of the Formosa
Channel going N.W.," and

"3rd. 4 p.m. typhoon on land near Foochow
going N.W."

On referring to the monthly weather report of
the Hongkong Observatory herewith en-
closed, it will be noticed that similar information
was issued here 24 hours earlier and 5 hours
earlier respectively.

It would appear that the Chamber of Com-
merce has been misled by the statements of an
anonymous writer in the *Daily Press*, and
it is to be regretted that they did not en-
deavour to verify the said statements. On the
contrary I find that the s.s. *Laisang* left Hong-
kong on July 30th, about 5 p.m., two days before
the first warning was issued from Hongkong
Observatory, and two days before a similar
warning was received from Sicauei at Foochow.
Such a ship could not possibly be benefited by
the information possessed at the time of her
departure, by either of the observatories.

The s.s. *De Witte*, which is doubtless the
vessel referred to in paragraph 1 as having
foundered in consequence of insufficient warn-
ing from this Observatory, was really on a
voyage from Moji, Japan, to Singapore, and
met the typhoon on her southward voyage.
Sicauei obtains its typhoon warning from
information furnished by a chain of stations
stretching from Japan through the Loochoo
Islands to Formosa, as shown in the accom-
panying map, and the whole of the information
from every one of these stations is also received
telegraphically by the Hongkong Observatory
daily. It is the actual observations that are
required by the forecaster, not expressions of
opinion by others of the weather conditions,
likely to prevail.

This Observatory cannot be made responsible
for the issue of storm warnings received in the
Colony from institutions elsewhere. Such
publication on our part would naturally imply
agreement therewith and frequently this does
not exist, and this Observatory ought not to be
placed in the false position of being obliged to
publish the warning of others, without com-
ment, and which it might fully believe to be

**ASK for ASAHI JAPANESE BEER—
G. Girault**

erroneous. I have little hesitation in saying
that great confusion would result at all times,
and this might on occasion lead to disaster.

The important station in the Shanghai dis-
trict—Guttsell lighthouse from which we receive
observations. Shanghai could be dispensed
with altogether, but the Imperial Maritime
Customs there forwarded observations to Hong-
kong, I believe before this Observatory started
work in 1884, and they have continued to do
so ever since. The more observing stations
the better as long as they are judiciously dis-
tributed, but three observing stations in the im-
mediate neighbourhood of each other are
quite unnecessary, and it is far more important
that the Cable Companies, on whom we are
absolutely dependent, and who are desirous of
limiting rather than of extending this service,
should be asked to send us observations from
a district at present unrepresented, such as
Wei-haiwei, than that they should be asked
to do so from one already sufficiently served.

This Observatory is only too glad to avail
itself of all the information obtainable for the
purpose of its weather service, and has contin-
uously sought to obtain, and in fact been largely
instrumental in obtaining, observations from
various sources in order to improve the fore-
casts. The Jesuit institutions in Sicauei and
Manila have ultimately benefited by these
extensions.

Storm warnings are always issued at the
earliest possible moment, consistently with the
observations received. Sundays or holidays
making no difference, the forecasts being
posted, as usual, on the notice boards.

Weather information is published daily in
the China Coast Meteorological Register. The
information that a typhoon exists in the vicinity
of any station is not definitely telegraphed to
us, but is shown by the observations made at
such station, and is thus at the disposal of any-
body who chooses to look at the Register. I
suggest that more copies of the Register be
printed and that it be more widely distributed,
say to all shipping firms and others to whom
it is thought it may be useful. Information
issued at other hours and now posted on the
notice boards can be printed and circulated in
the form of Expresses.

But it is here necessary to point out that the
time of issue of the C.M.R. and storm warn-
ings depends on the early or late arrival of the
observations telegraphed to us by the Cable
Companies, i.e. on causes absolutely beyond
the control of the Observatory.

The last paragraph of the letter points out
the pressing necessity for a change in the
system of signalling storms in Hongkong. I
have to call your attention to a letter from the
Chamber of Commerce dated 23rd December,
1897, (in C.S.O. No. 3073 of 1897), in which the
following remarks occur:—

"In the interests of the shipping commu-
nity my Committee would respectfully sug-
gest an early return to the system of meteorol-
ogical signals in use from January 1884 to
December 1896. Those signals having been
in use for 13 years were becoming more and
more understood and rightly interpreted by
the boat and seafaring community,
as is always the case the Committee
believe when a system of signalling is in-
troduced. They likewise convey to masters
of ships intimations of the state of the weather
at a distance on the voyages on which they
were about to sail."

With the above expression of opinion, I
most emphatically agree. The interests of the
boat population must be considered as well as
that of others. The simplest system in that case
is certainly the best, and the adoption of any com-
plicated or extensive system of flag signals—
often invisible in the calm, whether usually
preceding typhoons, such as used in Shanghai
would, in my opinion, be a step in the wrong
direction. It seems strange that the Chamber
should adopt its present attitude and seek to
alter a system of signalling typhoons—in use
now for 19 years—which in 1898 they admitted
had worked successfully in the past.

A flag signal code to be useful must, in my
opinion, be short and give definite information.
The indications of the existence of a depression
are often of such a character as to make the
hoisting of a signal conveying definite informa-
tion quite unjustifiable. Such information
indicating the location and movements of
typhoons far out at sea, or far away from any
observing station must necessarily be vague
and may be misleading, because the data avail-
able for forecasting purposes is quite insufficient.
But a flag signal would give the information in
a definite form, unless a very extensive and
therefore impracticable code were adopted.

Again, flag signals would frequently have to
be hoisted in calm weather, in which case they
would often be unreadable by masters of vessels.
For these reasons I am of opinion that flag
signals are not suited to local requirements, and
further, a satisfactory code for conveying
meteorological information in the form neces-
sary, does not exist. While desirous of meet-
ing, as far as possible, the wishes of the Com-
mittee of the Chamber of Commerce I respect-
fully submit that it is a matter of this kind,
involving as it does great responsibility, some-
thing must be left to the discretion of the
forecaster.

(Sd.) F. H. MAY,

Colonial Secretary

Steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to vouch for the accuracy of the statements made in this letter, but as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on to you at once.

I, accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be carefully investigated.—I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE.

Secretary.

Hon. Colonial Secretary.

Sir,—We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings, we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe, the great majority of shipmasters think the shipping should have adequate notice of weather changes.

The present system of forecast is little better than a snare and a delusion.

We are, Sir,

Yours faithfully,

(Sd.) Hans-Schlaikier,
Master Ger. str. *Decima*,
A. E. Hodgins,
Master s.s. *Hutching*, British.

Supported by

(Sd.) G. Parkinson,
Master s.s. *Laertes*, do.
(Sd.) Spencer Wilde,
Master s.s. *Han Sang*, do.
(Sd.) W. Palmer-Baker,
Master s.s. *Takang*, do.
(Sd.) J. Dewar,
Master s.s. *Tungchow*, do.
(Sd.) F. Hopkins,
Master s.s. *Chunhing*, do.
(Sd.) G. Gosevitch,
Master s.s. *Dagmar*, do.

The Secretary, Chamber of Commerce Hongkong.

Hongkong General Chamber of Commerce, Hongkong, 23rd August, 1902.

Sir,—I beg to acknowledge receipt of your letter of the 31st ultimo replying to this Chamber's letter of the 4th inst., and transmitting copy of memorandum and enclosures from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chamber has in any way been misled with reference to the facts in the cases of the steamers *Laikang* and *De Witte*, the Committee desire to express their regret; but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the *Daily Press*, referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the system of storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1884 as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply advocated a return to that system as being simpler and more readily understood by the braving population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Figg seems to imply, that it was not susceptible of improvement, and it was with the object of compassing some measures of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1889, endeavoured to secure improvement in the system of storm warnings, the meteorological communications with other ports, and the rapid dissemination of weather forecasts.

4. The Committee hail with much satisfaction the statement paragraph 6 of your despatch to the effect that His Excellency finds "that the system of issuing" was heretofore in a state of improvement, and has given directions by which it is hoped that the China Coast Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed," and recognize the value of the change proposed, a step in the right direction which cannot fail to prove of material benefit to shipping.

5. They would, however, at the same time again respectfully urge upon the Government that even by the prompt issue of Expresses there are occasions when such intelligence is too tardily distributed, too late to be of service to the maritime population; whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the Expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often sufficient to admit of ships leaving when they should continue in shelter.

6. The remarks of Mr. Figg on a flag signal code to the effect that, unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port. The Com-

mittee further venture to think that the Government will, on examination of the accompanying copy of this code, together with the forms of bulletins issued by the Sincawei Observatory, admit that the system adopted at that port of making general the various weather reports is in advance of that in force here, and which the Chamber is justifiably anxious to see improved.

The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present Drum, Gong, and Ball Signals shown by H.M.S. *Tamar* for the benefit of native shipping and craft.

Certain improvements in the Sincawei Code are now being effected and are expected to be published by the middle of September and to come into force on 1st December next. The effect of these will be that without making any material change in the present indications more precise particulars can be given about storms. It may be worth mentioning that the Code has been generally adopted by the German, Russian and Chinese Governments along the coast of China.

7. With regard to paragraphs 4 and 5 of your letter, the Committee respectfully submit that they never suggested that the Hongkong Observatory should be made responsible for the storm warnings of other institutions, but they cannot help feeling that the observations made at Sincawei must surely furnish more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations such as Guttsloff. Moreover, it seems to the Committee lamentable that there should be a want of reciprocity between the Hongkong and other observatories, and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Sincawei Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish to disclaim any wish to either suggest impracticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the earliest and widest possible dissemination of warnings of the approach of storms, to the end that the disasters afloat may be averted when possible.—I have the honour to be, Sir, Your most obedient servant,

(Sd.) A. R. LOWE,
Secretary.

Hon. Colonial Secretary

Colonial Secretary's Offices,
Hongkong, 26th August, 1902.

Sir,—I am directed to acknowledge the receipt of your letter of the 16th instant in which you enclose copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. *Hutching* and s.s. *Decima* and supported by the signatures of the masters of five other steamers complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the masters of the s.s. *Hutching* and *Decima*, "relying on the weather forecast and the absence of storm warnings left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory with its enclosures comprising copies of the remarks attached to the usual China Coast Meteorological Register issued by Mr. Figg on the 31st ultimo and 1st instant; of two Expresses containing special typhoon warnings issued on the same dates before noon, and of a letter from one of the writers of the letter enclosed in your letter under acknowledgment.

3. These documents prove conclusively that the captains of the s.s. *Hutching* and *Decima* left this port on the evening of the 1st instant in spite of weather forecasts published not only in the ordinary way but in the form of typhoon warnings, which were more than ample to warn them of the risk they ran.

4. I am to request that in justice to the Acting Director of the Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the masters of the steamships *Hutching* and *Decima*—I have the honour to be, Sir, Your obedient servant,

(Sd.) F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

COPY OF THE REPORT BY THE ACTING DIRECTOR OF THE OBSERVATORY.

Hon. Colonial Secretary.

With reference to the letter of the Chamber of Commerce dated the 16th instant and its enclosure, I attach the storm-warnings issued prior to the departure of the steamships *Decima* and *Hutching*.

As the masters of these vessels admit receiving this information—it is incorporated as usual in the weather forecasts of July 31st and August 1st (see C.C.M.R. attached), it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the Eastward and that it was likely to approach the Southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the Captain of the *Hutching* throws some light on his own action and on that of the Captain of the *Decima*. It would appear that the latter vessel was hoisted off Chelung Point about midnight of the 1st and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3 p.m. on the 2nd.

The log of the *Hutching*, whose Captain appears to me to have acted in a more seamanlike manner, shows that he put back to Beas Bay for shelter, that he experienced no more than a fresh breeze until 1 a.m. on the 2nd and that the centre did not reach the neighbourhood of his ship until 7.30 p.m. the same evening.

I give these facts in contravention of the statement in the letter that the typhoon was met by them at midnight on August 1st.

The fact is simply that both ships left this port in spite of the forecasts issued, and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.—(Sd.) F. G. Figg, 23/8/02.

Extracts from China Coast Meteorological Register.

"On the 31st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon. The barometer has risen over the S. coast of China, fallen in NE Japan, the Northern depression having approached the Northern islands. Moderate SE. and E. winds on the China Coast. Forecast:—E. or variable winds, light; fair."

(Sd.) F. G. Figg,
Acting Director.

Hongkong Observatory,

Thursday, 31st July, 1902.

"On the 1st at 11.50 a.m. The typhoon is probably situated to the East of the Balingtang Channel. It appears to be moving towards North-West. Wind probably freshening from North-East in the Formosa Channel. Barometer falling in S. China, rising over the Southern Philippines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast: N. winds, moderate; fair."

(Sd.) F. G. Figg,
Acting Director.

Hongkong Observatory,

Friday, 1st August, 1902.

EXPRESS.

TYPHOON WARNING.

Hongkong Observatory,

31st July, 11.15 a.m.

The barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon.

(Sd.) F. G. Figg,

31st July, 1902.

EXPRESS.

TYPHOON WARNING.

Hongkong Observatory,

1st August, 11.50 a.m.

The typhoon is probably situated to the East of Balingtang Channel. It appears to be moving towards North-West. Wind probably freshening from North-East in the Formosa Channel.

(Sd.) F. G. Figg,

1st August, 1902.

From Captain A. C. Hodgins, s.s. *Hutching*. To the Director Hongkong Meteorological Station.

Swatow, 5th August, 1902.

Dear Sir,—In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal. The extraordinary display of blinding lightning over a bank of heavy clouds to the E.S.E. all night. The absence of swell from the centre. The N.W. wind in the advancing semi-circle. Was the Captain of the *Decima* wrong in heaving to off Chelung Point? How could he get the centre over him? Did this typhoon recur to the W.S.W.?

I must own I would think myself safe with the wind from N.W. and that to heave to or run back was the proper thing to do, but although I ran to the W.N.W. 500 yds, and then anchored in Fun-lo-kong, I had the full force of the typhoon. I would feel very much obliged if you would enlighten me and a number of my conferees. Thanking you in anticipation, Yours &c.,

(Sd.) A. C. HODGINS.

MURDEROUS ASSAULT AT SHAIKIWAN.

COOLIE TERRIBLY BATTERED.

Last Sunday evening the police authorities at Shaikiwan were informed that a brutal assault upon a Chinese coolie had been committed in the Shaikiwan Road, and that the victim was wounded and helpless. From reports it appears that the coolie in question quarrelled with three of his friends previous to Sunday evening and, it is stated that these three friends assaulted him. The injuries sustained were several knife wounds about the chest, arms and head. On the police authorities discovering the poor fellow in this cut-up condition he was removed to the Government Civil Hospital, where he now lies in a precarious condition. Regarding the perpetrators of this cowardly crime, three arrests have been made and the case, though brought forward to-day, is to be heard at the Police Court, before Mr. J. H. Kemp, on the 8th inst. Yesterday afternoon Mr. Kemp, the Hon. F. J. Badley (Captain Superintendent of Police) and Inspector Robertson, accompanied by the three prisoners, visited the hospital to take the injured man's depositions, but the invalid was in such a bad condition that their journey was fruitless.

COLLAPSE AT YAUMATI.

At about five o'clock this morning a very common occurrence in this Colony happened at Yaumati. The roofs of Nos. 26 and 28 Battery Street fell through the houses which collapsed in the orthodox style. Panic ensued in the near vicinity, the poor neighbours having good cause to be frightened. The houses in question were Chinese habitations and the inmates of both were lucky enough to be clear of the falling rubbish. No personal injuries being sustained, and the only cause for regret is that much of the personal belongings of the inhabitants was destroyed.

TELEGRAMS.

(Reuters.)

War Expenditure.

LONDON, August 31st.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

The Abolition of Likin.

An Imperial Edict has been issued, abolishing Likin stations in China. It declares that during the period of negotiation for new commercial treaties with foreign states, an understanding has been arrived at for an increase in the import and export duties.

LATER.

America and China.

Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

The Anglo-Chinese Commercial Treaty:—A Hitch.

Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surtax. He has cancelled his passage to England which he had already booked by the next *Empress* steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

THE ARMY.

The transport *Pentakota* left Calcutta on the 29th ult. with Indian details for the North China Station. She is due at Hongkong on the 12th inst.

THE NAVY.

H.M.S. *Amphitrite* arrived from Weih wei this morning.

H.M.S. *Rinaldo* has sailed for Shanghai.

H.M.S. *Esperie* will probably touch at Hankow, before calling at Hongkong.

FOUR FIRES.

IN HONGKONG.

Between sunset yesterday and sunrise this morning three incipient fires occurred in the Colony at the following districts:—

Kowloon:—The match of an Indian watchman situated at Mong Kok was burnt down at about 7 p.m. He estimated his loss to the police at about \$250, as he was unable to save anything except what he was wearing at the time, when he was on duty.

Aberdeen:—The second fire occurred at Aberdeen where a temporary match, erected as a sort of theatre, was completely razed to the ground.

West Point:—The third outbreak was at Des Vaux Road West and occurred about 5 a.m. It appears that a godown belonging to the North German Lloyd was ablaze in consequence of a bale of cotton waste getting ignited. Fortunately the damage was very trifling as the Brigade turned out promptly and checked the outbreak. We understand the only loss sustained was about fifty bales being more or less damaged by water. About \$200 would suffice to cover the damage.

Quarry Bay:—We have just been informed that another incipient fire took place in a match on the Taifoo Extension Works, Quarry Bay. Damage to the extent of \$500 accrued.

CARPENTERS AND WORK AT THE DOCKS.

We understand that so far as the Hongkong and Whampoa Docks are concerned the carpenters, who have recently been on strike, are expected to resume work in a few days at the old rate of wages. Notwithstanding their absence from duty the Company have not suffered any great inconvenience as most of the work in hand did not necessitate the presence of carpenters. In fact, it is said that through the strike instead of losing the Company have saved something like \$15,000. Five of the American lighters ordered for Manila are still there and the frame work of the new steamer for the Hongkong, Canton & Macao Steamboat Company is well advanced. The *Rainbow* came out of the No. 1 Dock yesterday after a thorough overhauling and proceeds to Manila, while the *Rubi* has gone in for repairs. In addition to work on other steamers, the Company are building a powerful tug for their own use and the work is far advanced. A fine engine shed is being rapidly fitted up, and when completed should be a credit to any firm in the Far East. The electric plant is also in a very advanced stage and will undoubtedly be a boon to the Company. The 10-ton steam hammer is still in a useless state owing to the damage done by the recent landslide, and although gangs of coolies are at work removing the debris it will take a considerable time to overcome the difficulties occasioned both at the forge and the near end of the blacksmith's shop.

THE WEATHER.

The Hongkong Observatory, Mr. F. G. Figg, Acting Director, reports the following:—

On the 2nd at 12.20 p.m. The typhoon, moving Northwards, probably passed East of Guttsloff lighthouse during the night. Bad weather between the E. coast of China and W. Japan.

Barometer has fallen in W. Japan, risen over E. Japan, and S. China. Light variable winds in S. China, moderate N.E. winds in the N. part of the China Sea.

Forecast:—Moderate N. winds; fine.

LITERARY NOTES.

REVIEWS.

Russia. The third number of this interesting publication is to hand, and fully maintains the excellent standard of the two previous issues. A lengthy article on Russian trade at Tientsin is worthy of attention and earnest consideration especially in view of the fact that the opinion has frequently been expressed that the achievement of constructing the great Trans-Siberian Railway would probably modify considerably the importance of the port, and the rôle played by Russian trade in China. Other articles of equal interest include the "International Trust Conference," "Russia's Woollen Industry," the "Fur Trade," and the "Textile Industries of Russia."

The *Literary Digest* comes from New York with clockwork regularity, and although it has now reached its twenty-fifth volume the publication receives well merited support from almost every section of the community. Its varied contents deal with topics of the day, letters and art, science and invention, the religious world, foreign topics and miscellaneous subjects.

The *Illustrated Children's Educator* 北京教育畫報 is a native paper, recently started at Peking and, as its title denotes, is for the object of educating the native children. The language is very simple being after the model of Mr. Hwang's *Peking Mandarin* Paper. It is a daily publication and each month the numbers are neatly bound and issued in a volume of some 200 printed pages. There are many illustrations, and as the subscription is only 60 cents per month the publication should receive a very wide support.

ALLEGED BRITISH SPY IN JAVA.

Some stir has been brought about by the Batavia *Nieuwsblad* stating the story that a British officer had lately busied himself in closely examining the new forts just completed at Sourabaya. That journal says that, while the officer was hard at work with this, he was reported to the authorities at Buitenzorg, the residence of the Governor-General, and he was asked for his papers. Before a decision could be reached, the officer found it expedient to leave for Singapore. The *Sourabaya Courant* says that the true story is this: A few months ago a certain Captain Wanless of the Madras army came to Batavia, and asked for leave to travel about in Java for

SIGHT-SEEING PURPOSES.

Leave was granted. He began by visiting at Batavia the spot where new coast batteries were being constructed, and by examining them. Then he went to other military stations to take notes, so it is alleged. At Sourabaya, he is said to have also visited several coast batteries. The officer is then reported to have been seen at strategic points in the island of Madura, off the Java coast. Finally, he visited the navy-yard at Sourabaya. Afterwards he went to Malang, where a Dutch officer was detailed to show him whatever was worth seeing. Upon this a resident of Sourabaya telegraphed a warning to Buitenzorg. The authorities of Sourabaya then laid their heads together, and began to move in the matter. The departure of the officer for Singapore soon followed.

Commercial.

TO-DAY'S INTELLIGENCE.

The Share Market is very dull, and there is very little to report, except that there is a small enquiry for DOCKS, BANKS AND LANDS, the prices being pretty much the same as last reported. CHINA BORNEOS are wanted at \$19. There are sellers of GREEN ISLANDS at \$20, and CHINA PROVIDENTS at \$9.00, INDO-CHINA STEAM NAVIGATION at \$79 to \$79.50 at which rate business has been done.

OPIMUM QUOTATIONS.

Hongkong, 2nd September.

To-day's quotations are as follows:—

	Per chest.
NEW PATNA	5910
OLD PATNA	5875
NEW PATNA	5920
NEW PATNA	5915
NEW PATNA	5910
NEW PATNA	5910
NEW PATNA	5910
NEW PATNA	5910
NEW PATNA	5910
NEW PATNA	5910

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*König Albert*) to-morrow.
American (*Coptic*) 4th inst.
German (*Prinz Regent Luitpold*) 5th inst.
French (*Océanien*) 7th inst.
Canadian (*Empress of Japan*) 9th inst.
American (*America Maru*) 13th inst.
American (*Korea*) 28th inst.
Canadian (*Empress of China*) 30th inst.

The N. P. S. Co's steamer *Pleiades* arrived at Muralan on the 1st inst.

The N. P. S. Co's steamer *Glenogle* sails from Yokohama for Hongkong to-day the 2nd inst.

The P. & O. steamer *Maagon* will leave for Singapore and Bombay at 10 a.m. to-morrow, instead of as previously advertised.

The P. M. S. S. Co's new steamer *Korea* sailed from San Francisco on the 30th ult., for Hongkong and will make the usual ports of call on the way.

The Canadian Pacific Railway Co's R.M.S. *Empress of Japan* arrived at Yokohama at 8.30 a.m. on Monday, the 1st inst., and left again at 3 p.m., same day for Kobe where she is due to arrive at 2 p.m. on Tuesday, the 2nd inst.

To-day's

Advertisements.

BROWN, JONES & CO.,
UNDERTAKERS AND MONUMENTAL MASONS.

DURING my ABSENCE from the Colony and until further Notice, Mr. H. W. S. EDMUNDS will Manage the Business of BROWN, JONES & CO. and SIGN the Firm name.

WM. E. VAN EPS,
Proprietor.

Hongkong, 1st September, 1902. [918d]

NOTICE.

HONGKONG PLANTATION COMPANY,
AND
BROWN, JONES & CO.

WHILE managing the business of BROWN, JONES & CO., as above, I am, at same time, continuing to act as GENERAL MANAGER of the HONGKONG PLANTATION CO.
H. W. S. EDMUNDS.
Hongkong, 1st September, 1902. [919d]

A SPECIAL BAND PERFORMANCE
AND A
SPECIAL DINNER at the QUEEN'S
HOTEL, Kowloon,
TO-MORROW (WEDNESDAY),
at 7.30 P.M.

THE Band of the 23rd Burma Infantry will play a selection of music during dinner on the 3rd inst., at the above Hotel. Tables booked in advance.

H. RUTTONJEE,
Proprietor.

Hongkong, 2nd September, 1902. [920d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.
THE Steamship

"BENALDER"
Captain McIntosh, will be despatched as above on or about FRIDAY, the 12th instant. For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd September, 1902. [916d]

FOR NAGASAKI AND VLADIVOSTOK.
THE Steamship

"SAVOIA"
Captain Rebellmund, will be despatched for the above Ports on FRIDAY, the 5th instant, at 5 P.M., instead of as previously advertised. This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.			
CHINA MUTUAL STEAM NAVIGATION CO., LTD.			
OUTWARDS.			
FROM	STEAMERS.	DUR.	
GLASGOW and LIVERPOOL.	"NESTOR"	13th September, 1902.	
" "	"MACHAON"	18th " "	
" "	"KAISOW"	18th " "	
" "	"ACHILLES"	25th " "	
" "	"MENELAUS"	1st October, " "	
" "	"HYSON"	2nd " "	
" "	"AGAMEMNON"	9th " "	
HOMEWARDS.			
FOR LONDON.			
"ANTENOR"		3rd Sept., 1902.	
"DARDANUS"		16th " "	
"DIOMEDES"		30th " "	
"JASON"		14th Oct., " "	
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).			
"PYRRHUS"		20th Sept., 1902.	

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	To Sail
SHANGHAI	"TAIWAN"	5th Sept
Kobe and Yokohama	"CHINGTU"	6th Sept
Tientsin	"KWEIYANG"	8th Sept
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	13th Sept., at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at their High Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOI, KORE,
and YOKOHAMA.

"INDRASAMHA"	Sept 13.
"INDRAVELLI"	Oct. 14.
"INDRAPURA"	Nov. 14.

Through Bills of Lading issued to all Ports in Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALAN CAMPBELL, General Agent.

OSAKA SHOSHEN KAISHA

Destinations	Steamers	Captains	Sailing Dates.
FOR ANPING	"MAIZUO MARU"	T. Saito	WEDNESDAY, 3rd September.
FOR TAMSUI	"DAIJI MARU"	K. Kikano	SUNDAY, 7th September.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 10th September.
FOR TAMSUI	"DAIJI MARU"	T. Ogata	SUNDAY, 14th September.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to load all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"HEATHBURN"	About 6th Sept.
"AFRIDI"	" 20th Sept.
"HILGLEN"	" 27th Sept.
"RICHMOND CASTLE"	" 11th Oct.
"LOTHIAN"	" To follow.
"LOWTHER CASTLE"	" " "

For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd August, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.VIA
USUAL AUSTRALIAN PORTS OF CALL.AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA"	leaves on 13th Sept.
"CHINGTU"	" 20th Sept.
"TAIYUAN"	" 24th Oct.
"TSINAN"	" 15th Nov.

* At Noon.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C. N. Co., Ltd.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY"

Captain Selby will be despatched as above on SATURDAY, the 13th September.

For Freight, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 2nd August, 1902.

Shipping.

STEAMERS.	
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.	
FOR MANILA.	
THE Company's Steamship	
"DIAMANTE"	
Captain R. Rodger, will be despatched for the above Port MONDAY, the 8th September, at 4 P.M.	
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.	
For Freight or Passage, apply to	
A Doctor is carried.	
SHEWAN, TOMES & Co., General Managers.	
Hongkong, 30th August, 1902.	
IMPERIAL GERMAN MAIL LINE.	
STEAM FOR	
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.	
THE Imperial German Mail Steamship	
"PRINZ REGENT LUITPOLD,"	
of the NORDDEUTSCHER LLOYD,	
Captain Oesselmann, due here with the outward German Mail about FRIDAY, A.M., the 5th instant, will leave for the above Places about 7 1/2 hours after arrival.	
NORDDEUTSCHER LLOYD	
For further Particulars, apply to	
MELCHERS & CO., Agents.	
Hongkong, 1st September, 1902.	
COMPAGNIE DES MESSEAGERIES MARITIMES.	
PAQUEBOTS-POSTE FRANCAIS.	
FOR SHANGHAI, NAGASAKI, KORE AND YOKOHAMA.	
THE Company's Steamship	
"OCEANIE"	
Captain Remes, will be despatched for the above Ports on or about SATURDAY, the 6th instant.	
For Freight or Passage, apply to	
J. HAMPELUX, Agent.	
Hongkong, 1st September, 1902.	

For Freight or Passage, apply to

J. HAMPELUX,
Agent.

Hongkong, 1st September, 1902.

Telephone 1st September, 1902.

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Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, 480 Per Annum.

PRIVATE LINES, 100 Per Annum.

NO CHARGE FOR INSTALLATION.

A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK INCLUDING:

BATTERIES, CHEMICALS, ELECTRIC BELLS, LAMP GLASS, LIGHTNING CONDUCTORS, FUSES, SWITCHES, TELEPHONES, WIRE, &c.

ESTIMATES GIVEN FOR ALL KINDS OF ELECTRICAL WORK.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to S. J. GODWIN, Acting Manager.

Hongkong, 29th January, 1902. [26]

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 15/16 down to 1/8d, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from 1999 down to 1, and from 1911 down to 1d or from 9999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 15/16—

£879. 0. 0.	\$9,561.926
17. 11. 0.	9.745
	\$9,571.671

whence with the other exchange books the process would be as follows:—

£800. 0. 0.	\$8,704.550
70. 0. 0.	761.473
9. 0. 0.	97.904
17. 0. 0.	9.247
11. 0. 0.	0.497
	\$9,571.671

or to convert the dollars into sterling at the same rate of exchange:—

\$9,000.000	£827. 6. 8
571.000	52. 9. 9.11
671.	1. 2.13

£879.17.11.00
but by other books it would be:—

\$9,000.000	£827. 6. 10. 8
500.000	45. 19. 3. 4
70.000	6. 8. 8. 0
1.000	1. 10. 1. 0
600	1. 1. 3
70	1. 9
1	1

£879.17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 30th April, 1902. [172d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1902. [26]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.
I saw in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1902. [45]

Intimation.

THE HONGKONG TELEGRAPH.
1, ICE HOUSE ROAD, HONGKONG.
CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

	(per inch.)
One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, Ice House Road,
Hongkong.

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

Faisan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Pouan, British steamer, 1,873, Morrison, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Talon, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Walker, Kwong Nam S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Hing-shan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lung-shan, British steamer, 141, Hamlin, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiang-shing, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Salnam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

Intimations.

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.
THE
HANOI

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelette.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,**28 & 34, QUEEN'S ROAD CENTRAL,****HONGKONG,****General Drapers, Dressmakers, Milliners, Hosiers,****Haberdashers and General Outfitters.****General Furnishing.**

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

LADIES DRAPERY AND FANCY DEPARTMENTS.**JUST RECEIVED**

A NEW STOCK OF CHIFFON AND NET RUFFLES IN THE LATEST SHAPES.

FACE TIES AND COLLARS IN GREAT VARIETY.

CHIFFON TIES IN ALL COLOURS.

FRESH ASSORTMENT OF LACES AND INSERTIONS.

CHOICE SELECTION OF FLOWERS FOR MILLINERY AND DECORATING PURPOSES.

"PING PONG" COLLARS.

"PING PONG" SETS, all prices - - - \$1 to \$15.

PARISIAN AND ENGLISH MILLINERY ALWAYS IN STOCK.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW LACE CURTAINS, ALL PRICES.

NEW CRETONNES, REPPS AND SERGES. NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS.

FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR

GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 10 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD,
MANAGER.